Me-boat, but in getting out of the Me boat into the

After I got safely into the little beat, and my babes with me, I had but hitle bope of getting to the brig. The peril then seemed to be greater than ever; but, as the ship was in a sinking condition, the only hope seemed to be in attempting even this dangerous escape bern her. The water dashed into the boat, and we had to keep dipping it out all the time. Two high waves passed entirely over us, so that it seemed as if we were swamped and sunk; but the bost recovered hem them both. The men rowed bravely, for their own lives as well as ours were at stake. The commander of this boat was the mate of the brig, and he encouraged the sailors to keep every nerve steady and told them that it would require the exercise of all their skill and courage to reach the brig in safety.

TWO HOURS' ROW FROM THE STEAMER TO THE BRIG It was fully two hours and a half before we got to the Marine, and then we took our chance of getting on board. The boat was tossed about so violently that the only way of getfing out of her was to watch a fortunate opportunity and seize hold of the brig's rigging and ropes on the side. I caught hold with onband, and hung for soule minutes over the vessel's side, till the men on deck caught hold of me and pulled

All the women and children are saved in this mannor. It seems almost miraculous, but not one was lost, not even a single child.

PAMINE IN THE BRIG.

We were very kindly received, and very generously treated on board the brig. The captain, who opened his whole heart to us, gave us every conceivable thing which could conduce to our comfort, and which was in his power to give. But the stores of the brig were scanty in the first place, and in the next place they had to be divided among a great many extra persons. We were three days on allowance. There were not enough provisions even to do anything more than just to keep us from starving; and yet the captain shared them with us. I did not eat anything for nearly three Lays, but kept my little allowance to feel my children with. If they had not had the food, they must have died. We all suffered intersely on the brig, but this one thing we shall all recollect, in connection with our trials—that there cannot be a better man than Capt. Burt. Capt. Herndon and Capt. Burt proved them selves both to be noble men. Capt. McGowan of the Empire City has also shown us every kindness in his power. Capt. Herndon is now past praise, but I want to say of the captain of the brig that he deserves to be rewarded: for he robbed himself, even of his own clothes and blankets, and parted with everything which he had, for our sakes THE ENGINEER.

As to the Engineer, everybody seems to condemn his conduct. All I can say is what I have heard, and not what I saw. I heard one of the steerage passengers say that she knew from her own observation that he was intoxicated part of the time. Another person told me that his conduct was nothing but selfishness, and that he even went so far as to cut off a life-preserver which a young lad had secured to his body. But as the conduct of the Engineer will likely made a subject of investigation, I prefer to say nothing about it, as, in fact, I cannot as an eye-witness. THE CAPTAIN.

It is one of the noblest things in the world that all the women and children were saved. Think of the loss of the Arctic, where there was no discipline on board of the ship, and every one ran wild, and half were lost on that very account. Before we left the steamer the captain came down into the cabin repeat edly to cheer us up, and to say that he would take care of us, and that we should have a better chance than he for our lives. From the beginning to the end he forbade any man to get into any of the boats until all the women and children had been carried off. CRIES OF THE WOMEN AFTER THE STEAMER SANK.

When it was known on board the brig that the ship had gone down, there was great wailing, for there were women there whose husbands had gone down with the wreck. It was about 4 o'clock in the afternoon when I was taken on board the brig, and it was about four or five hours afterward that the steame sack. I think the time was 8; o'clock in the evening. I think the night was starlight, but I am not positive I only know that the sea was at a terrible hight, and that the captain of the brig feared for the safety of his

MRS. HARRIS' STORY.

Mrs. Harris of California was one of the cabin passengers. She has a small child, which she carried in her arms, it being too young to walk. Her husband did not leave California with her. She said to our

I suppose you already learn by telegraph and shrough other sources the fate of the ship, from which we have so miraculously escaped. The ladies that you see around here were all passengers in the Central America. We do not appear in such good condition now as when we started. We have all suffered much, and the sufferings of some are not yet at an end. Many of these ladies have been made widows, and many of these little children have been made orphans by the loss of that steamer. I am truly thankful for my preservation, and the marvel is that not one of us was lost. I mean not one of the women or children. The stewardess died on the brig that rescued us, but with that exception we are all bere. The children are remarkably well, considering their exposure. It is a wonder that they were all so When the storm was at his hight, I was somewhat

plarmed, but only from the natural fear excited by such a pitching of the ship. I had no suspicion that the vessel had sprung aleak until long after it happened This accident was not dreamed of in the cabin until hours after it was known on deck. We knew that the engine stopped, and we sent to inquire what the matter was, but a man answered that "the wheels were tired and wanted to stop a while." He gave this answer, I suppose, partly because it was a little boy that we rent up stairs to ask him, and partly because he wanted to prevent exciting an alarm.

But by and by they came down for blankets to stop the leak. They said that they had discovered the leak, but it was only a small one. The blankets were wanted to stuff the hole, to prevent the water rushing in so fast. They also got pails and backets, and the men were set at work in a line, bailing out the water.
Barrels were used for the same purpose.

THE CAPTAIN IN THE CABIN. During all this time the captain kept coming down into the cabin, and going all around the ship, to cheer up the spirits of the passengers and to quiet their fears.

I do not mean that he could quiet our fears, for no one could do that. The water was gaining in the ship, and the men were getting more and more fatigued. He did not try to disguise the danger, but he made us all book more cheerfully at it than some other men might

have done. SETTING INTO THE LIFE-BOAT. In the afternoon (I am speaking of Saturday) it be came necessary for us to leave the ship. The captain came and said that the women and the children were to go first. A noose was made on the end of a rope and shpped over me, and I was lowered down. The captain tied a rope around me, and I think he was one of the men that had hold of it when I was lowered down. He was a noble man, and I shall never forget him as long as I live. When I began to slide down, great wave dashed up between me and the little boat, sich threw the boat of from the ship and left me hanging in the air with the rope around my waist. I was swung hither and thither over the waves by the coming of the ship, until the boat came under me. 1 was dropped suddenly into the boat when it happened to come directly under me. As soon as I got into the best. I looked up and saw the captain was fixing & sepe around my child, and in a few moments after-ward he lowered it down to me.

Even before I get into the boat, when I was coming my the cabin stairs with the baby, in my a vos, Capt. Berndon saw that I could burdly walk from the moties of the ship, and he requested one of the passe gers, a gentleman, to come and assist me, which b did. The captain's kindness to me, and to all the ladies, was naremitting, and in the end he sacrificed

I was in the first boat that left the steamer, and I was the third woman in the boat. It was the boat that was maxned by the brigs mate. Ten sailors were in it, and one of the waiters who belonged to the Central America was ordered into it to assist in rowing. I believe the number of women was six. There were also six children in te boat.

A ROWER GIVES OUT. After the men struck out toward the brig, the matfound that the man could not row. He was unable to handle his oar, from some reason or other, and he was ordered to take it in. He did not row any afterward,

and no one else could take his oar. GETTING ABOARD THE ERIG. It was a long time before we got to the brig. She was a great way off-I should think two or three miles. She did not venture to come near the steamer, for fear of collision. It was impossible to tell what might hap pen in such a see. I think we must have been tw hours, and perhaps more, in going from one ship to the other. As soon as we approached the brig near erough to get on board, I watched a chance to spring at the rigging, and to get hold of a rope. I had a lifepreserver on, which somewhat encumbered me, and almost prevented my escape. I caught the rigging hands, but my life-preserver under my arms was so large that I could not get between the ropes I hung there for a few moments over the side of the ship, in almost equal peril as when I dangled at the end of a rope over the side of the steamer. I was every moment expecting to fall, when the captain caught hold of me, and pulled me in by cutting off my

The stewarders of the Central America, who was taken off in the same boat that I was, fell into the water three times before she could be got on board. She mentioned to me that she was burt between the life-boat and the brig while she was in the water. A wave dashed the small boat against the large one, and she was between them. A life-boat was swamped in this way by striking the side of the brig, but it was after all the people were out of it, and nothing but the boat was lost. Lucy died, as I have already said. I think her death occurred the next day. She was a bright, active woman, and was very much esteemed by the pastengers.

MRS O'NEIL'S STATEMENT.

Mrs. O'Neil, from California, states that the storm commenced Tuesday night. Did not discover that the ship had sprung a leak until Friday. At 2 o'clock on Friday they commenced bailing out with pails, and continued in this manner until Saturday morning, when they commenced to use large burrels. The water was now gaining on them very rapidly. The bailing was continued until 2 o'clock p. m. A brig (the Marine) now hove in sight and came to their assistance. All the ladies were taken off. Several gentlemen escaped to the brig-in what manner she could not imagine. The vest was at this time in a sinking condition, the water being up to the first cabin.

The chief engineer and several sailors took the life boats away and would not return. He was said to have attempted to take the life of a gentleman who endeavored to prevent his taking the life-boats away. He went to Norfolk.

Mrs. O'Neil was let down to the life-boat with a rope by her husband, after which he returned to the

The Empire City took from the brig Marine all the ladies who had not heard of the rescue of their husbands and brought them to this city. The others went to Norfolk.

STATEMENT OF MISS WINIFRED PALLON. Miss Winifred Fallon, who, with her little brother, were rescued by the Marine, gave us the statement below. She is a very interesting girl of about seventeen, and the loss of her father, who remained on board, has made her an orphan.

teen, and the loss of her father, who remained on board, has made her an orphan.

The first I felt of the storm was on Wednesday: I get up and had to go to bed again, where I staid until Saturday. On Saturday the state-room that Mrs. Redding and I occupied had three feet of water in it I lay there those four days without tasting a morsel of food, and Friday night a man came down and picked up every blanket and counterpane and mattress to stop the leaks. About 10 o'clock on Saturday a gentleman came down and took us up into the saloon; my father was with us; he banded me his money and told me to keep it—perhaps I might be saved and he not. This was before we came in sight of the brig. After we got in sight of the vessel I handed it back to him; I told him that it was too heavy. Then they called us up to the life-boat; I came on in the second boat to the brig; I think the terror will never leave my heart; I feit as though I had almost as lief go down with the ship as to get off; the ship was on her side for two days before we left her; about twenty minutes before we left Mr. Dean buckled life-preservers on me and my brother. We went out to California the 5th of last April, and we lived in San Joeé for four months; my mother died last February in Connecticut; we saved nothing but our lives; I have not heard from father since I left him on Saturday; I think he is lost. The men commenced bailing on Friday, and kept bailing till we went eff. Some of them went into the state-rooms and hid themselves, and would not come out—they were so fatigued. My father was with me mest of the time through the gale. When we saw three shipwrecks during the time we were on her. When the stewardess was let down to be put on the boat, she got into the water, and had the chills and cied on Friday. When we went off to the brig, the Coptain (Herndon) was on the deck, and he said something like "Save the lives of the ladies." I was in such a fright I can't recollect what the Captain did say. I saved not a cent—nothing but just one shawl and say. I saved not a cent-nothing but just one shawl

STATEMENT OF MADAME PAHUD.

Mme. Pahud, a French lady with three young chil dren, gave us a statement. We give it in her own

simple and affecting words:

My husband is in San Francisco; he was not on My husband is in San Francisco; he was not on board. The day after we left Hawana we had a very heavy storm. Everybody was sick, and did not eat anything. On Friday it was worse than ever, and we could not stand up on board the ship, or go from one side to the other. About 3 o'clock the captain came and ask to gentier en if they would be kind enough to go to help pump the water, and gentiemen go and begin to work as hard as they can all night. They promised them at daylight they should do differently; they would fix that. When it came daylight they didn't do differently. Then they told them two or three hours more and we could be saved, and the poor gondidn't do differently. Then they told them two or three hours more and we could be saved, and the poor gon-themen was nearly dead to pump the water. Then the schooner came, and the captain talked to him, and the lacies begen to get ready to go on board. They save all the ladies, and some gentlemen jump up overboard on board of the last boat to save themselves; not in on board of the last boat to save themselves; not in the boat I was in. But it was so rough that we had a hard time to get on board of the schooner, and the stewardess of the steamer was so frightened that she fainted twice and the distewardess of the steamer was so frightened that she fainted twice, and she died on the way to Norfolk. Her name was Lucy; she was a colored woman. Then about 5 o'clock the steamer went down. We was very near, but we didn't see it; the captain didn't like us to see that. The captain steyed there, and see if he could save any passagers. The captain here, has been good for us; did all what he can; and the captain on board the schooner where we were but it was such a small place, it was crowded, but he done all what he can. Three days after we were on board the schooner, he didn't have victuris on board the schooner, he didn't have victual enough for all of us. We meet a ship and one of the gentlemen went and asked the captain to give us some, and the captain gave us all what he can. Two days after the sea was so smooth we could not get here, and one of the gentlemen went and asked him to take us to Norfolk. That man asked us \$500 to take us to Norfolk. He said he would take us then for \$300. That was a shame, I think. You know when we was in Norfolk. The captain asked us if we would come to New-York he would take us. So part of us come here, and some went to Norfolk. The gentlemen was nearly dead before we left the vessel, and they was nearly dead before we left the vessel, and they was all scratched; it was something awful, and they worked so hard, too; and when we left the water was on the second cabin. Nobody can figure to themselves what it was when the children was crying and we had those hie-preservers on, and beside that they tied a rope on us to throw as on the boat. It pained me a great deal when I left the steamer; many what I knew field me to write to thair family and tell them they would not live. I don't know how it it that they came had been rignaled, arrangements were made to at

and fold us so late that the engine could not work any more. Some were working yet, and some were asleep in the first eabin. It was full of water when they came aid told us that; but it was full of water when they came aid told us that; but it was pleasure to see the gentlemen work so hard. When we came on board the schooner everything was wet like we came out of a bath. There was nothing to change with; but the captain was so good he gave all his clothes to the ladies, and great many of the ladies were dressed in gentlemen's clothes to let theirs dry. It was quite couning to see us on board, the way we were fixed; we can't help but to laugh now. It is not to praise ourselves, but I tink we have been very quiet, all the time there was not a word; we did not say one word. It was a hard time for me with those three little children to save. Then it seemed to me we could not get to New-York—si ways comething came to us, one thing or snother. The engineer of the steamer, was with us on board the schooner. Somebody told me he wanted to come on board of the steamer, and the and told ue so late that the engine could not work any wanted to come on board of the steamer, and the captain would not let him come. I can't tell if there is a fault, but it seems to me that he could see before if the water was coming. The captain (Herodon) has been very kind to see to everything. He was a very pleasant man, very pleasant. I had to he in the water all one night with my children.

STATEMENT OF MRS. BENJAMIN SWALL. Mrs. Small is a thin, pale woman, with tears in her voice. She looks as though she had seen much sickness and suffering. She has a babe too young to be conscious of its mother's sorrows. She gave us the

My husband was Captain of the Augustine Heard of Newburyport. We had been on that vessel to Chinchas, loading with ganne for Havre. He had consumption, and it became so had that he was obliged to leave the ship with his brother, who was first mate. We left at Callao, and he died at Panama, where the Augustine Cornell part me in charge of Capt. where the American Cousul put me in charge of Capt. Herndon. When we left Havana it was pleasant that Theseasy afternoon, but the blow came on Theseasy night, and kept up until we left the vessel. I never felt the least fear, but it always seemed to me as though the pumps did not work. They began to pump on Thursday night, and Friday and Saturday they had all the windows of the cabin open, drawing water up in casks, and the men worked all night as hard as they could. Sometimes it seemed as though they could not work any longer. Some hid themselves in the state-rooms: I suppose they did not consider the danger. It was a frightful scene. I was down below on Saturday where the water was knee-deep, and tried to save some of my husband's ship's papers from my trunk. I could only save a few bills. The water was pouring in there on every side. When Tuesday afternoon, but the blow came on Tuesday trunk. I could only save a few bills. The water was pouring in there on every side. When they put us in the beats on Saturday, they lashed me with a slip-noose around my waist, and told me to hold on to the rope, and when I looked down the beat had been carried off by the sea. But it came back again. We got on board the bark and remained there till day before yesterday. You don't know how good it was to get on board the steamer. We were under allowance on board the bark, and it was hard for the children; but they did everyand it was hard for the children; but they did everything they could to make us comfortable. We were lying off Nerfolk for six days, when we thought we could get in in two days. On Thursday and Friday, when we were on the Central America, we were in the cabin and could not have any food except what we could get ourselves. I suppose many had nothing for a whole day and night. There was no cooking apparently during the time. They kept building up our hopes by saying they were trying to get the water out so as to get the donkey engine going. They tried to get up our spirits, saying that they were gaining on the water, and that they would soon have a fire. I suppose they thought if the ladies got discouraged they would be panic-struck. In the cabin below no ladies were able to stay after Thursday, except one or two who were taken out of the hatchway on Saturday. There were a few who seemed to be very much exand it was hard for the children; but they did every who were taken out of the inactively on Saudius, There were a few who seemed to be very much excited, but as a general thing all were very caim indeed. It seemed as if they were in a kind of stupor. They kept telling us there wasn't much danger, but when we were on deck we saw more how it was, and when I went down to get to my trunk I felt as though we were constituted from the grown. I force thow many times, but went down to get to my trunk I felt as though we were gone. They fired guns; I forget how many times, but we heard them a number of times. I want to get rome to Newburyport as soon as I can. My health irn't good, and I haven't anything with me but what I have on, I could not even find my sissy's bornet or mine. I had a great deal on board, same as the rest of the people. Mrs. Dr. Ellis, with three children, was on board; she was very kiad to me, and also her husband, who knew how I had been left, and felt a great deal of sympathy for me; indeed they all did. I think he is lost. Just as I was leaving the boat Capt. Herdon said to me: "Mrs. Smail, this is sad; I am sorry not to get you home safe." I was put under hie care by the American Consul; he looked very sad when I was lowered into the boat; he stood by me should be lowered down immediately; but the boat was pushed off and my child did not come till the next boat. The steward who waited upon the captain said be had talked with him that morning and he knew that his mind was made up not to live. The steward's rame was Garrisco. Capt. Herndon seemed so when he speke to me; he seemed as though he thought his fate was decided. This is just what he said to me: "Mrs. Small, this is said: I am sorry not to get you home safe." He was a kind man; very kind. It was an awful scene; I hope it will do us all good. We have reason to be grateful, for we all feel that although we have lost a great deal, God has been very kind we have for a great deal, God has been very kind to
us. The passage in the Empire City has been pleasant, although it has been tedious. I feel as though, if
I could only get home, it would be all I could ask. I
have a mother to go to.

STATEMENT OF MRS. BIRCH. wife of "Billy" Birch, the famous comedian of the San Francisco Minetrels. Mrs. Birch is young, petite in form, and in personal appearance very attractive; added to this, she is possessed of a lively vivacity which renders her very interesting in conversation She was married to Mr. Birch on the 19th of August, the day previous to the departure of the steamer from San Francisco; and, though the honeymoon of the young people has not been very propitious, yet, as both are saved, she looks forward with bright hopes of the future. In the cabin of the Empire City, Mrs. Birch was an object of general interest. The ready and intelligent manner in which she depicted the events connected with the disaster as they came under her notice, led her statements to be sought with avidity by the reporters. She, like the other rescued passengers, with few exceptions, was but sparsely cladnone having more than three or four articles of apparel on their persons.

Mrs. Birch's statement is as follows: Mrs. Birch's statement is as follows:

The Central America left Havana about half-past nine o'clock on the merning of Tuesday the 8th of this month, with prospect of a speedy voyage. The weather was then fair, and as most of the passengers had recovered from the sea sickness the general anticipation was that the few days which remaised would pass merrly by. But while we were yet on deck the wind began to blow with great fierceness, and soon it assumed the strength of a winthwind. We were forced to leave the deck, and the word brought into the cabin was that we must again expect rough weather. The rolling of the steamer soon gave evidence that we were in the midst of a fierce storm, and with the increase of the gale sea sickness again seized the passengers to make their positions the more uncomfortable. gers to make their positions the more uncomfortable. We passed the night on the sofas in the cabin, the seasickness rendering it impossible to eccupy our state rooms. On Wednesday and Thursday the storm contitued to increase in its tury, and was accompanied with a heavy rain. On Friday the steamer careened over on her right side, and the crackings of the timbers which were heard at short intervals as over on her fight side, and the crackings of the timbers which were heard at short intervals as a heavy sea would strike us, though we had no misgiving as to our safety, were yet suggestive of the idea that the strongest vessels were not always proof against the storm. By Thursday right the seas breaking over the staemor had dashed large quantities of water into the stateroome, and subsequently they were not used. The first intimation we had that there was any danger was when Captain Herndon came into the cabin of Friday mering, and asked the gentlemen to stand by and get up the buckets, and some blenkets to keep down the leak. The request was obeyed with alacrity, and the blankets were at once produced. Soon the buckets were placed in requisition, and afterward barrels were used in balling out the water. All of Friday night the bailing was continued without intermission, and the statement that the leak was not gaining kept alive the spirits of the men and renewed the hopes of the wonen. The women had remained quiet spectators of the seene, or if they speck at all it was only by way of encouragement, while some who felt a realizing sense of our danger, and desiring to do all they could to aid in the efforts spoke at all it was only by way of encouragement, while some who left a realizing sense of our danger, and desiring to do all they could to aid in the efforts to save the lives of all on board, asked to be permitted to assist in bailing, and were glad to hear that there was no necessity for them to act as yet. The women were all flightened, but they conducted themselves with admirable coolness amid the danger with which they were surrounded. On Friday night the condition of things on the steamer was uncountertable in the extreme; the seas were constantly breaking over us, and the water therefrom dashed down the hatch ways. The hopes of the subsidence of the gale encouraged us in the belief that we would be rescued either by

once transfer the ladies and children to her, with the intention, after this was accomplished, to transfer the male passengers and the officers and crow, as it had now become evident that the steamer could not float much longer. Two of the five boats were unfortunately stove, and in the remaining three rested our hopes of rescue. When the first boat was roudy, my husband came to the sabin and asked me to prepare husband came to the tabin and asked me to prepare myself to go in the brig. He put a life preserver around me. As I was leaving the state room, I saw my pet canary in the cage, and instinctively I opened the door, took him out of the cage and nestled him in my bosem. When on deck I gave my husband a good bye, fully believing that seen he would be with me on the brig. A rope was placed under my arms, and I was lowered into the boat, but was completely saturated by the waves. Mrs. Thomas, Mrs. Pahud, Mrs. Harris, and Aunt Lucy the stewardses, with some of the children, were in the beat with me. The lowering of the children recalled to my mind my bird, and my first thought was that it had been crushed by the rope about my waist. I looked and found the little fellow lying quiedly under the edge of my dress, unhard. Three sailors and the boats wain were in the boat. Another carsman being wanted, one of the white stewards jomped in with us, and reized the remaining oar; but, as he knew nothing about rowing, he soon gave it up, and the three sail ors pulled us, under the guidance of Mr. Black, to the brig. As we left the steamer, I heard Capt. Herndon say to Mr. Black. "Tell the captain of the brig for God's sake to remain by us—that I have 500 people on board and two millions of treasure." When we arrived in the brig, Mr. Black communicated this request to Capt. Burt, who replied at once: "Ay, ay—tell him I'll stand by him." Several boat-loads were transferred to the brig making 31 women, 26 children and 41 men. During this time the brig, being herself bedly injured in the gale—some of her sparabeing gone—could not be managed, and she gradually drifted away from the steamer, and cur hopes of getting any more passengers aboard that night ceased. Capt. Burt continued to he by to render every assistance he could in the morning. The return of daylight, however, gave us no signs of the extsame of the steamer, and we had to conjecture on the probabilities of her being still alloat, and as we had laft our husbands and friends aboard, the thoughts that filled our minds were full of pain. At 2 ochock Capt. Bart husbands and friends aboard, the thoughts that filled our minds were full of pain. At 2 o'clock Capt. Bart decided to wait no longer, as there seemed to be no once he brig was torned to Northal from the oppor-tune arrival of the brig, our situation on board of it was uncomfortable. Her cabin was scarcely large than a state-room, and we were compelled to remain on deck day and night with but little clothing upon on deck day and night with out inthe closing upon our persons. Capt. Burn, however, did everything in his perer to make us comfortable. Sails were given us to use as coverings in sleeping, and the best food the brig could furnish the hundred sufferers whom taey had record was freely given us. It consisted mainly of gruel and boiled rice and molasses. Our fare was of gruel and boled fice and moineses. Our fare was improved two days before we were transferred to the Enpire City, by our obtaining a small supply of provisions from the clipper Euphrasia, bound from Philadelphia to New-Orleans. But we were fortunately intercepted by the Empire City before reaching Norfolk on Saturday. I learned, however, from the captain of a pilot-boat, while we were being towed toward Norfolk, that my husband was among the rescued.

NARRATIVE OF FRANK A. JONES. Mr. Frank A. Jones of Sacramento furnished the following narrative to our reporters: A terrific gale commenced on the right of our first

day out from Havans, and continued with unabated

fury until the following Saturday. It was a genuine

West India hurricane, the wind blowing from nearly

every point of the compass at once. Our ship rode through the storm beautifully, and every one fully expected that she would weather the gale. About noon on Friday, however, the machinery gave out, and the ship fell into the trough of the sea. She was now leaking from the severe straining she had endured in the storm, and the water so gained on the pumps as to put out the fires. All hands, passengers and crew, were ordered to go to work bailing, as none of the steam pumps would work. We risged pull-ye over the hatchways, and slung barrels which were filled, hoisted and emptied as fast as possible. The pulley ropes were manned by gangs of 50 men, as the donkey engices were useless. Bailing parties were also creatized, who lined the stairways, and passed the water up in buckets. We were, by these means, enabled to keep the steamer ationt. All of us knew how desperate was our situation, and every one worked with a will. We continued bailing until the next day (Satarday), at noon. The ship was then lying well over on the larboard side, with her port-holes in the water. By this time the water was up to the second cabin floors. We all knew our danger. About this time the brig Marine, Capt. Burch, hove in sight, and we fired guns to attract her attention. She saw the smoke, but did not hear the report on account of the storm, and made for us. She came so near that we could have thrown a cracker on board; but her officers had very little comnant over her, as she was nearly waterlogged and partially dismasted. She passed under our stern, and steam pumps would work. We rigged pull-ye over n and over her, as she was nearly waterlogged and partially dismasted. She passed under our stere, and drifted off in a short time a mile or a mile and a half distant. Capt. Herudon ordered the boats to be low-ered, although from the roughness of the sea we did ered, although from the roughness of the boats were not think that they could live. Three boats were successfully lowered and loaded with the women and the think the successfully lowered and loaded with the women and successfully lowered and loaded with the women and the successfully lowered and loaded with the women and the work of the wor children. Capt. Herndon personally assisting. While they were getting into the boats there was the utmost coolices and self-control among the passengers; not a men attempted to get into the boats. Capt. Herndon gave orders that none but the ladies and children should get into the boats, and he was obeyed to the letter. Thirty women and twenty-six children the letter. Thirty women and twenty-ar children were placed in the boats without accident. The boats were manned by five men each, Boatswain Black, Quartermeater David and Chief Engineer Ashby going in charge of them. In Mr. Black's boat were seven ladies and seven children, and about the same number in David's. In Ashley's boat the passengers and took a second lead. Ashley did not return with his boat for a second lead, but the boat did. In his boat for a second lead, but the boat did. In his boat was the chief engineer of the Golden Gate, Mr. McCarty. Black went back a third time to the wreck. This was about dark. He got within two or three handed yards of the steamer, when the people on Into was about dark. He got within two of three hundred yards of the steamer, when the people on board called out to keep off, as she was going down and would swamp him. In ten minutes afterward she went down. I get off in Mr. David's boat, the last but one that left the ship. The other passenger in it was the Chi ian Consul; the remainder of those saved in it were sailors. I met Black afterward on board the bride and he said that he could not save any of the was the Chitan Consul; the remainder of those saved in it were sailers. I met Black afterward on board the brig, and he said that he could not save any of the passengers on the last trip, as his men would not row up among the drowning people, fearing that they would swamp the boat. He returned at 10 o'clock to the brig, without a passenger. It was then that we first heard that the steamer had sunk. The brig Marine did all she could to get to the place where the steamer went down, in the hope of picking up some passengers, but she was so disabled in her rigging that we could not get near her. We laid by all night; but next moraing we could not see anything of the wreck nor her passengers. We saw the bark Ellen in the moraing, the northward, but did not speak her. After cruising about in the vicinity for some hours, and seeing no one, Capt. But headed his vessel for Norfolk. The worthy marirer and his efficients and men did all in their power to render the ladies comfoatable. But he was short of mariner and his officers and men did all in their power to render the ladies comfontable. But he was short of provisions, and their situation was pitiable in the extreme. The little cabin contained only four berths, in one of which was Lucy, the sick stewardess of the Central America, who died as we were going into Hampton Roads. Two days before getting into the Roads we met the ship Euphrasia of New-York, from New-Oriens, and her captain supplied us with bread, petatees and chickens. The ladies on board had most of them to sleep on the bare deck, in the open air, with very little clothing to cover their persons, and scarcely any bedding whatever. Capt. Burt, however, was a true-hearted sailor, and did not spare anything that would minister to our comfort. His time and attention any bedding whatever. Capt. Burt, however, was a true-hearted sailor, and did not spare anything that would minister to our comfort. His time and attention were however, constantly occupied in caring for his vessel, which was crippled in her spars and nearly water-legged. Her cabin floor was all the time covered with one or two feet of water. On Thursday afternoon, as we were becalmed in Hampton Roads, we saw the propeller Norfolk going up and halled her for a tow. Her captain demanded \$500 for the service. We finally compromised on \$300. On our way up Zeroston. We finally compromised on \$300. On our way net the Empire City, Capt. McGowan, and were

net the Empire City, Capt. McGowan, and were taken on board. To our joy we learned that a large number of our fellow passengers had been saved by the bark Ellen and were on board the steamer.

In a subsequent conversation Mr. Jones stated that after the ladies and children had left the Central America all discipline was at an end, as the fate of the ship was rapidly and surely approaching. It was every man for himself. Two other boats were instably stoys against the lewered, but they were instantly stove against the ship's side. When the boats returned they would just pass under the stern, and the men would throw themselves everboard like sheep, filling them in an instant. Those who did not succeed in getting into the poats Those who did not succeed in getting into the locats were hauled on board again by means of ropes. In that trying hour gold was valueless. The miner threw his hard-samed "pile" into the sea, lest its weight might drag him down. I saw many men thus relieve themselves of their treasure, and hundreds of thensands of dollers were thus thrown away. Capt. Badger threw down \$17,000 in gold in the captain's cabin, just before jumping into the bont, and saved his life. When I left the ship they were cutting up the upper dech, and making rafts of gratings, hatchway covers and other stoff. It was about dark when I got on the brig Marine. I found Progiceer Ashby on her.

He said that his boa"s crew had deserted him. His boat, however, retarned to the ship, alth high he stud on the brig. After I got there he en envored to induce his men to man the boot, but they would not. He offered them \$100 each if they would, but still they refused. Then he tried to force them into the boat, but could not

but could not. the last boot came back to the brig about 100 clock on Saturday night. Mr. Black who was in charge, tried to hance his men to go with him in the hoat, to

on Saturday night. Mr. Black who was in charge, tried to isduce his men to go with him in the boat, to pick up any of the passengers who might be floating about. They atterly refused, and jumped aboard, all but one man, David Raymond, who staid in the boat, at the rick of his life, and tried to induce his mates to do the same. He unterly refused to go on board the brig while his fellow-creatures were perishing, without making another effort to save them. They, however, refused to risk their lives further—having been in the boat over eight hours—and Raymond was eventually dragged on board the brig.

Mr. Jones returns his hearty thanks to Capt. Burt, and Capt McGowan, for their kindness. He had rigged himself up in a pair of old pants and a red shirt, for bailing duty; and this was all he had on when he resched nort yesterday. His servant, a colored boy named Cherley, was drowned. Mr. Jones, when he went to bailing, gave his gold watch, a valuable time-keeper, into the care of Mrs. Easton, one of the lady passengers. He subsequently rejoined her on the brig, when she handed it to him safe and sound. That was the only article of value, except his life, which he saved. Mr. Jones gave our reporter a list of the persons whom he knew to be on board as firs cabin passengers. We print them under the passengers head. On landing vesterday, Mr. Jones went to his persons whom he knew to be on board as firs cabin passengers. We print them under the passengers' head. On landing yesterday, Mr. Jones went to his friends in Spring st. in this city. It seems that he is an old traveler to California, having been wrecked on the Yankee Blade in Nov. 1834. He has been back and forth on business eight or nine times. Last time he went out on the 5th of July with Burt, and Mr. Raymond's son. He says that Mr. Raymond did not return by this steamer, but waited for the next. Our reporter was requested to inquire about Mr. David M. Tobin, of Sacramento, who had written to his brother in Williamsburgh that he intended to come on in this steamer. Mr. Jones said that he knew him well, saw him in Sacramento on the 19th, and expected him to him in Sacremento on the 19th, and expected him to come on in this vessel, but subsequently Tobia inform-ed him that his business prevented him from leaving

In regard to the specie, Mr. Jones says that it was stowed away in the run, right along the keelsons of the ship, and before anything could be done to get it up (even if there had been a chance of saving it,) it was under water.

STATEMENT OF W. F. FLETCHER. W. F. Fletcher a passenger, resident six years in California, where he has been engaged in mining, re-

turning home to Bloomfield, Maine, gives the following parrative: The gale blew very fresh at the time of leaving Havana, and kept increasing up to Friday noon, when we were all called on deck to lay on the weather side-she being then on her beam ends-and bail out. All the steerage and a few of the cabin passergers went to work. One string of pails went to the steerage, one to the cabin, and one to the engine room. I had charge of the one going to the steerage After a few hours, all were engaged in passing the buckets. We bailed out all that afternoon, the nexnight and the next day, till near 8 o'clock in the evening. About dusk on Saturday we fired two guns and the captain spoke a schooner, telling her to lay by, as we expected to sink every moment. But she went off. As the boats that successively went to the bark Marine came up, passengers would jump into the water and ching to their sides, and being taken in water and ching to their stace, and being stace in, leaded them heavily. As the last boat came up, a man jumped into its center from the deck—some twelve or fifteen feet. This boat was obliged to put off before fally loaded for fear of being swamped by numbers who looked upon it as their only hope. A by numbers who looked upon it as their only hope. A large proportion of the passengers had pouches of gold about them, either in dust or coin. These were flang carelersly aside, and any quantities of the precious metal could be picked up without opposition—perhaps not so easily secured. All on board behaved admirably. About 8 o'clock, just previous to the ship's going down, and as we all stood forward, I said to the men: "There will never be as many die agaia as coelly. Boys, let fus all die like true Californians." As old man, who has been mining for some years in California, from the same place in Maine as myself, named David Smith, of quite a religious turn of mind, felt no hope of rescue. His last words, a moment before we went down, were the exclamation, "My God, we shall all perish!" I suppose he was lost. Life-preservers were plenty, and each had secured one for himsed. As soon as the water struck the hurricane-ceck she made one pitch forward, then she pitched astern and struck in an instant, and went down as quick as lightning. Those on the stern went off first, those on the low last. I was forward and was one of quick as lightning. Those on the stern went off first, those on the bow last. I was forward and was one st the last that went off. I must have gone under afteen or twenty feet—so far at least and so long that I had or twenty feet—so far at least and so long that I had to breathe water while under. On coming up I found plenty of things to cling to, and got hold of a door, which I held on to about lifteen minutes, tilt three hishmen grabbed it, when I left it, as I was becoming so numb that I was obliged to warm up by a little awimming exercise. Though a large quantity of material was floating about, still there was a good deal of desperate energing and finding to appropriate articles promising the about, shifthere was a good deal of deeperate stagging and fighting to appropriate articles promising the inest security. I next got hold of a trunk, but it soon fell to pieces. But a flour barrel directly came in my way; in clinging to it I soon got chilled and had occasionally to leave it and swim to get warm. But I did not let it get far out of my way. I observed the Irishmen still fighting for the door the last I saw of them, and they are doubtless lest. After a while I came men still fighting for the door the last I saw of them, and they are doubtiess lost. After a while I came across a beard, concluded the board was better than the barrel, and so swapped. I was floating about in this manner for ten hours or more. When I heard the waves coming I would rise up and they would go over my shoulders. I was picked up Sunday morning about six o'clock. Through the whole time I felt I should be saved, but the instant I got on board the bark Ellen I weakened. It was before daylight that the mate heard the cries of the men and went and toid the captain that "the sea was full of men." The captain when he could see any one would bear down to him and throw out life-buoys and draw in the man with ropes.

Mr. Fletcher had a gold hunting watch in his pocket throughout the whole time. Of course it was reined

STATEMENT OF MR. CHASE OF MICHIGAN. Mr. William Chase, a miner, of Washtenaw County Michigar, was among the forty-nine passengers picked up by the bark Ellen. He has been in California since 1852. His statement relative to the loss of the steamship is much the same, in all important particulars, as that of the other passengers herewith published. He remained on the ship until she went down, and having provided himself with two life-preservers, and after ward securing a portion of a box and another life preserver, which he found in the water, he managed to float without much difficulty. He describes th effect of the sixking of the ship as like that produced by inserting a red-hot har of iron into a tub of watermoment's hissing and seething, and she was en veloped in the angry flood. Mr. Chase thinks that nearly all the passengers had been provided with life preservers, but many of them had lost all hope and become discouraged before the critical moment ar rived, and when the ship sunk they lacked the energy to make any effort to save themselves, while other were affrighted out of all presence of mind, and lacked the judgment to convert to their use means which might have been rendered available. The inderity of the crew and a number of the passengers, at the time of the sinking of the ship, were below, engaged of the crew and a number of the passenger, at the time of the sinking of the ship, were below, engaged in balling, and so little warning was given that they had not time to escape to the deck before ale was under water. After it became apparent that the ship must, sooner or later, surrender to the angry elements, the scene among the passengers on deck and throughout the yeared was one of must, sooner or later, surrender to the angry elements, the scene among the passengers of deck and throughout the vessel was one of the most indescribable confusion and alarm. The prayers of the pious and penitent, the curses of the maddened, and the groans and shricks of the affrighted, were all commingled together, added to which were numerous angry contests between man and man, in many instances amounting to outright fight, for the possession of articles on which to keep themselves affoat in the water. A great many of the passengers were miners, having considerable sums of gold about them, the product of years of toil: but the love of gold was forgetten in the anxiety and terror of the moment, and many a man unbuckled his gold stuffed belt and flung his hard-earned treasure upon the deck, some hoping thereby to lighten their weight and thus more easily keep themselves affoat, while others threw it away in despair, thinking there was no use for it in the watery grave they were going to. Mr. Chase says that he might have picked up tens of thousands of dollars which had been thrown away and lay strewn about the decks; but he did not think there was sufficient prospect of his surviving to use it, to pay him for the trouble. A Capt. Thos. W. Badger of San Francisco had \$20,000 in gold in a carpet-bag, which, just before the sinking of the ship, he threw into the Captain's state-room. He, however, succeeded in saving himself, being one of the number picked up by the bark Ellen. Mr. S. Caldwell of New-York had twenty pounds of gold-dust in a belt

about his waiet. He kept himself aftent upon a dece which he secured at the time the ship runk, and we picked up by the Ellen.

STATEMENT OF MR. JOHN C. TAYLOR I live at Cohoes Falls, Albany County. I have been in California, working at my trade.

On the Friday before the wreck, at 11 o'ckd, were called on deck to upright the ship, but ... couldn't get her up. She was leaking at that up and all appeared to be very frightered when they were called up, but didn't think it would amount h what it did. She got into the trough of the sea, at they tried to get the sails up, but couldn't, the wind blew so hard. They thought if they could make blew so hard. They thought it beey could make out to get them up they could get along. I we pumping water in the after part of the ship on Prode till 8 o'clock in the evening. I then wen'dern to the engine room about 8] o'clock, and worked up to my neck in water until the next morning. I then went down in the steerage, and tried to get all! could ent to go to work, for the ship was in a sinkle condition at that time. I got a good many of the out. They were in bed. I got them to work at on of the pumps forward. Then we rigged a barrel, and commenced hoisting water over the lower states, are commenced hoisting water over the lower states, where I worked all day Saturday until 2 o'clock. The the brig Marine came in sight, and we get the lady sengers all on board the bark. About 5 o'clock the was another bark came alongside, and the capta hailed her, and asked her if she would stand by. In other captain said he would, and we continued to make Capt. Herndon came along when we were at wet. We asked him what he thought of it. He ask: "Work away, boys, you can keep her up for farty.

eight hours yet." We kept at work matil about o'clock in the evening on Saturday. There was water gaining very fast on us then, and peeple began to prepare themselves and put on their life-preservers. | get a life-preserver and put it on. There was a year man proposed to me to make a raft. We were is the act of getting it ready when the ship gave a surpt the lee side, and the water washed clear over the mil and threw us up in the rigging, where I was cough and held by one foot for two or three minutes before! could get loose. When I got loose and came to the top of the water the ship was gone down. I had lost off my his-preserver and all my ciothes. I then got a piece of a board, and was on that for twelve hour before the bark Ellen came in sight. We made on way to the bark and they pulled us on board. Whe my foot caught in the rigging and pulled me den the water ran into my mouth and strangled me fe some time. I was not the least bit fright. ened, and didn't at any time think I we going to be drowned. When I came up there wen hundreds of people rowing and praying just over the ship. We had a very hard time of it, floating arous for twelve hours. We didn't ent anything on hour of the ship from Friday noon till we got on board of the bark Ellen. Then we were so tired that neboly was able to help themselves. I lost three hundred dollars in gold-all I had. I had it in my pantaless pocket. The last I saw of the Captain he was stand ng on the wheelhouse. He acted very brave to the last. I saw nothing of him when the ship went down There was a young man, belonging to New-York. His name was Burns. I was talking to him, and he said to me: "I am afraid, Taylor, there's no show for a to get off." I think he is lost. There was another young man, by the name of O'Neill; he belonged Cincinnati, and was a butcher in California.

STATEMENT OF MR. DOUGLAS RUTHER FORD-A PASSENGER.

Mr. Douglass Ratherford of Oakland, Jefferso County, Wisconsin, stood near Capt. Heradon and the Chief Engineer of the Central American at the time the latter proposed to leave the steamer, and overheard their conversation on the subject. From the statement of Mr. Rutherford, it appears that while ene of the boats was lying by the side of the sta nearly filled with passergers from the sinking vess, the chief engineer (Ashby) went up to the captain as intimated that he was going in that bint; Capt. Herndon replied that he had no right to do so, and that it was his duty to stick to his post, when the engines, Ashby, said, "If you will let me go, I'will bring back the two boats" (then engaged in conveying passes gers to the brig Marine) " and all the boats that can be spared from the brig." Capt. Heradon expressed his fears to trust the engineer, but the latter again pleaded so hard to be allowed to go, and promised to exert himself in securing assistance from the brig, that Capt. Herndon finally consented to let him go; when Ashby immediately seized hold of a rope and let himself down into the boat, and was followed by a passenger. No sooner had the latter reached the bost, thes Ashby drew a dirk and swore that he would stab the man unless he would jump overboard. Capt. Hera-"Stop there! You must not do that." the bost pushed off, Capt. Herndon walked forward on the steamer and called after the engineer-" Now I will depend on your returning with the boats," and the engineer in reply said, "Captain, you may de-pond your life on my returning." But he failed to dose.

STATEMENTS OF WILLIAM GEARY AND JOSEPH BASSFORD. William Geary of the Isle of Jersey, English Chas-

el, made the following statement: Iwas a passenger on board the Central America. and left the steamer in the same boat with Chief Enincer Ashby, for the brig Marine. After we got en poerd of the brig, the engineer (Ashby) told me that I ad got to go back to the steamer with the boat. told him that I was not able to do so; besides, I was a passenger, and had as much a right to remain where I was as anybody else. He again inside upon my going back, and the late Chief Engineer of the steamer Golden Gate, who was with him, and Make the d-d b-r go." Ashby then ran rous after me on board of the brig wish a determination make me go back to the steamer, and as I was told by the captain and mate of the brig that he had a disk in his hand at the time he was chasing me round of board of that vessel (and as it is supposed in order to prevent the officers of the brig from interfering with him), he told them that I was a runaway sailor from the steamer. At this juncture, Alexander Gardner, boatewain, told the engineer that he did not was me—that I could be of no service—when I was no

lieved from further trouble. Mr. Joseph Bassford of Benicia, Cal., whoalso left the sinking steamer in the same boat with Engineer Ashby, Mr. Genry and Mr. Rutherford, witnes the occurrences referred to in their statements, a corroborated the same in every particular. He further said that he was a shipwright, and considered the Central America as staunch a vessel as ever we built; but the engineer department seemed very defective; that when the leakage was first discovered now of the steam pumps were in working order; that the engineer failed to stick to his post as he eught to have done, and after he deserted the steamer, the assis and firemen appeared to think and act as though they had as good a right to look after the eafety own lives as their chief had, and a number of followed his example the first opportunity. Ashby sbrunk from fulfilling his promise to return, but made considerable bluster on board of the brig to have others go in his stead, offering \$100 a piece to such of the crew or passengers as would volunteer to go. He also made an offer to the Captain of the Marine if he would go back and rescue the people on board the steamer; the latter tried to do so, but the vessel was in a bad condition, having lost her main yard, main topsail, &c. She was likewise leaking fast at the time, rendering it necessary to keep her pumps constantly going. There was only one boat on board of the brig, but it was unseaworthy, and could not be used in reacuing passengers. The last boat lef: the brig about 71 o'clock, but as it neared the steamer Capt. Herndon called out to stand off, as it would be unsafe to approach, there being such a general real on board of persons trying to get in that she would be instently swamped, and while the boat was thus lying